

# H+T Affordability and IHDA Investments 2001-2008

Supported by grants from the Searle Funds at The Chicago Community Trust and the Grand Victoria Foundation

CMAP Housing Committee  
April 21, 2011

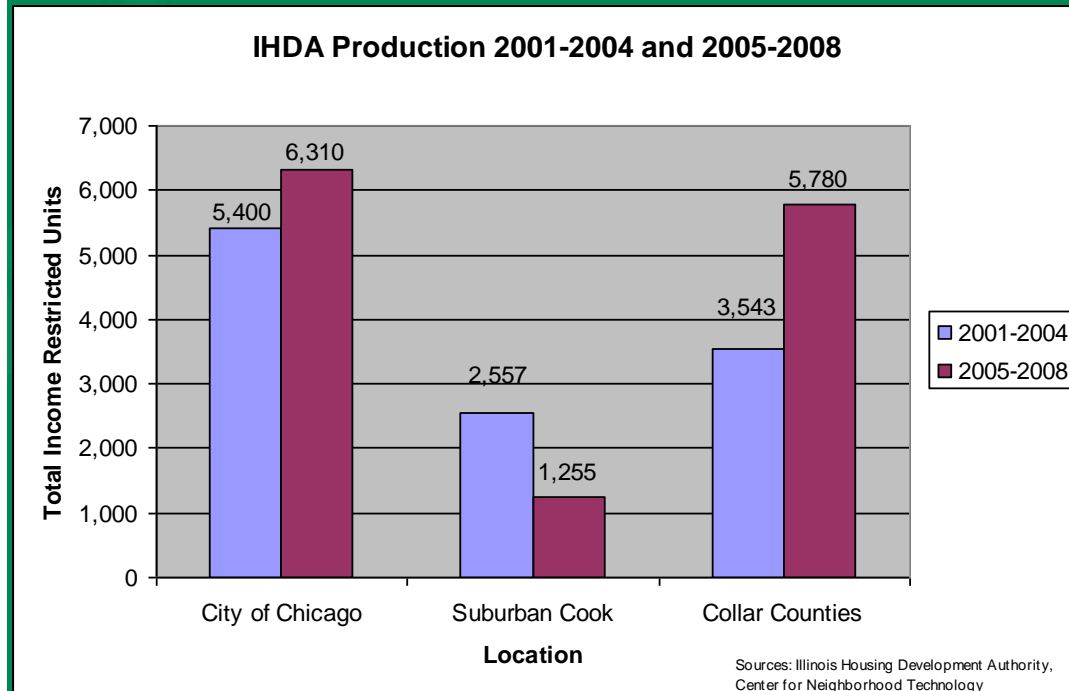
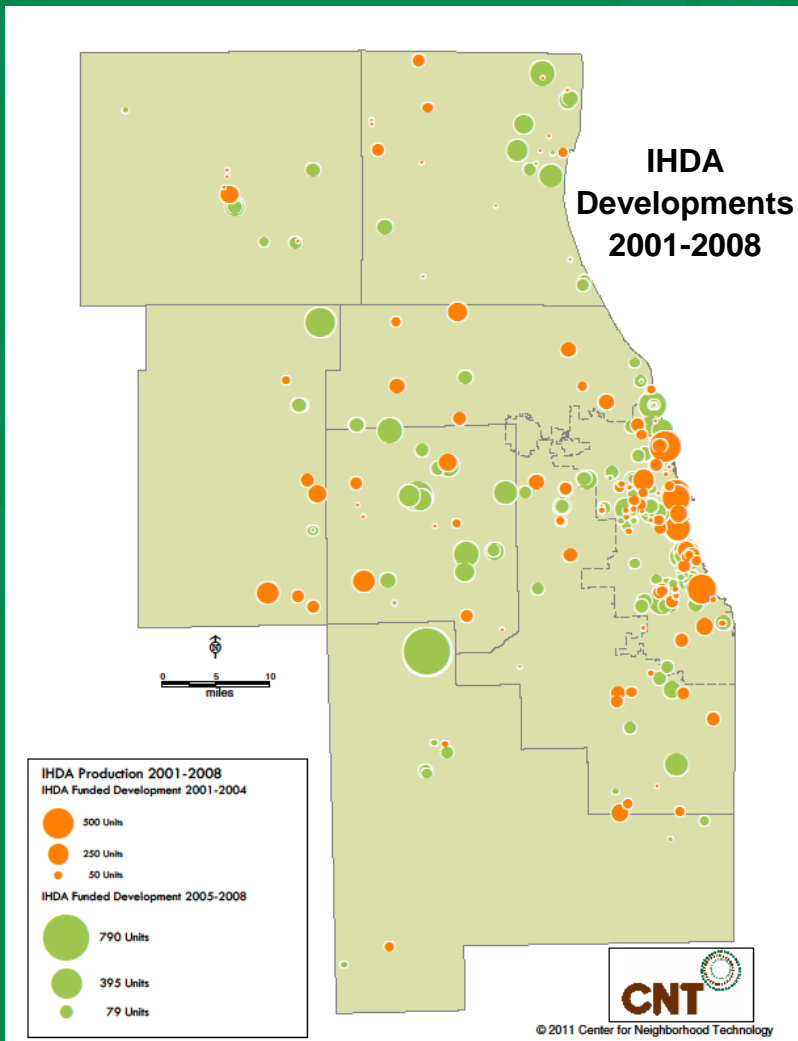
# H+T Index and Affordable Housing

- H+T Affordability Act (PA 96-1255)
- Illinois Comprehensive Housing Plan
- CMAP's *Go To 2040* plan
- National support – Sustainable Communities Partnership
- Increasing state and local support

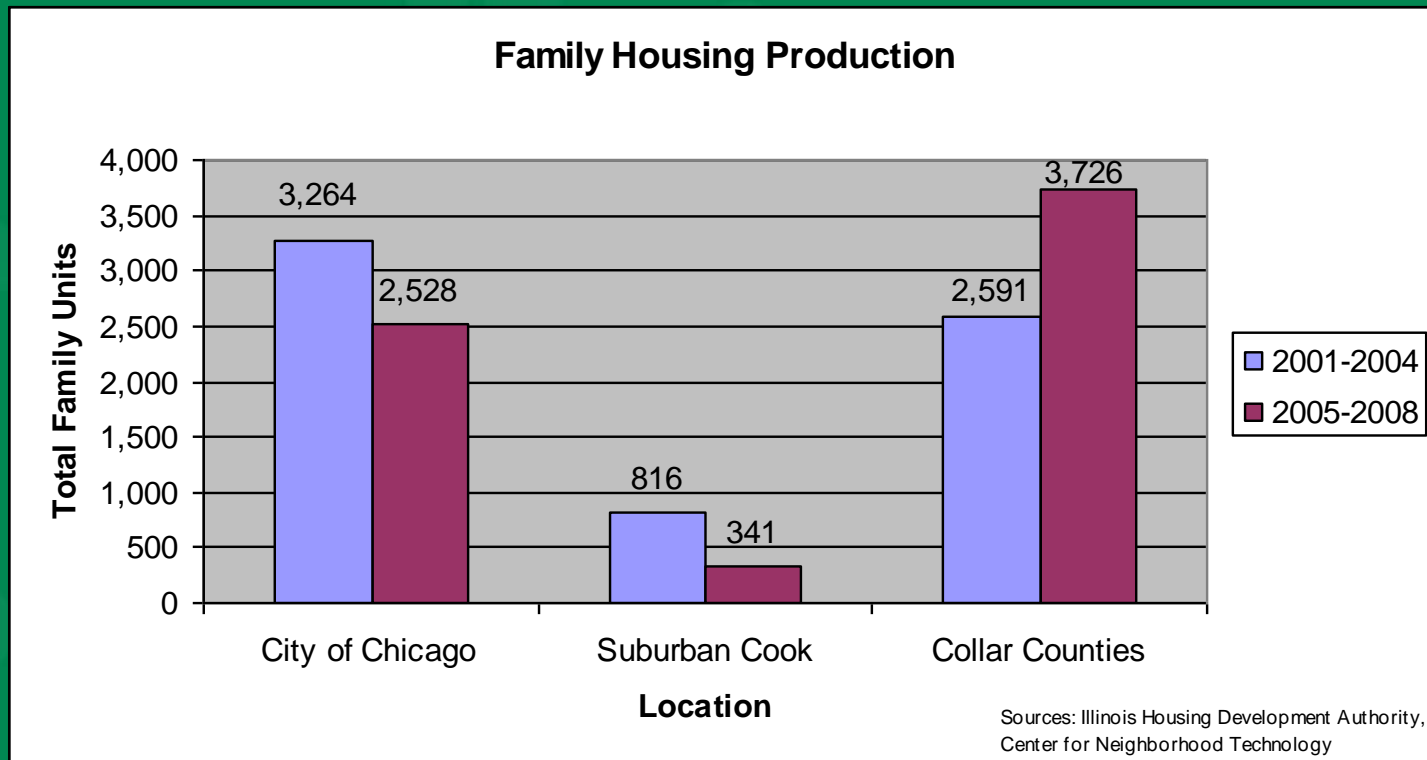
# Introduction

- CNT analyzed 248 developments approved by IHDA from 2001-2008 in the Chicago region
- Evaluated whether the Housing Task Force, QAP, comprehensive housing plan and other policies have impacted transportation costs and job access of IHDA-financed developments
- Identified national best practices and opportunities to improve policies and programs

# Suburban Cook County Does Not Contribute its Share of Housing



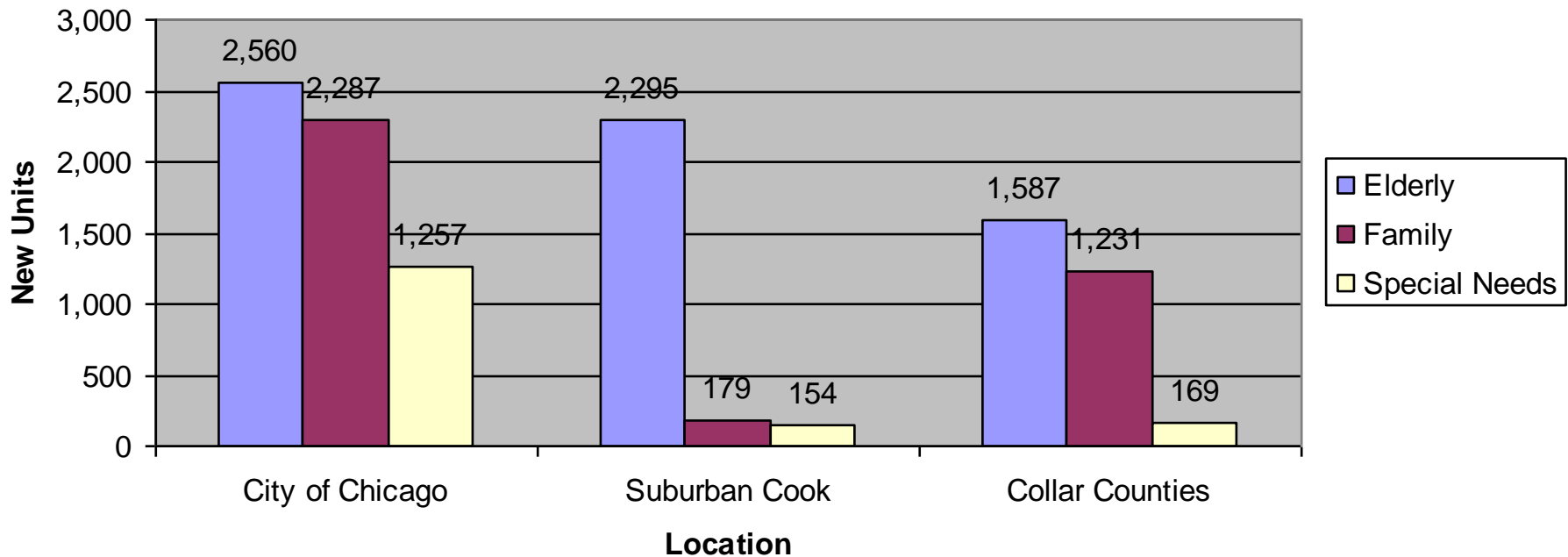
# Family Development Concentrated in the Collar Counties and City



- Slightly less family development in the city
- Very little development in suburban Cook

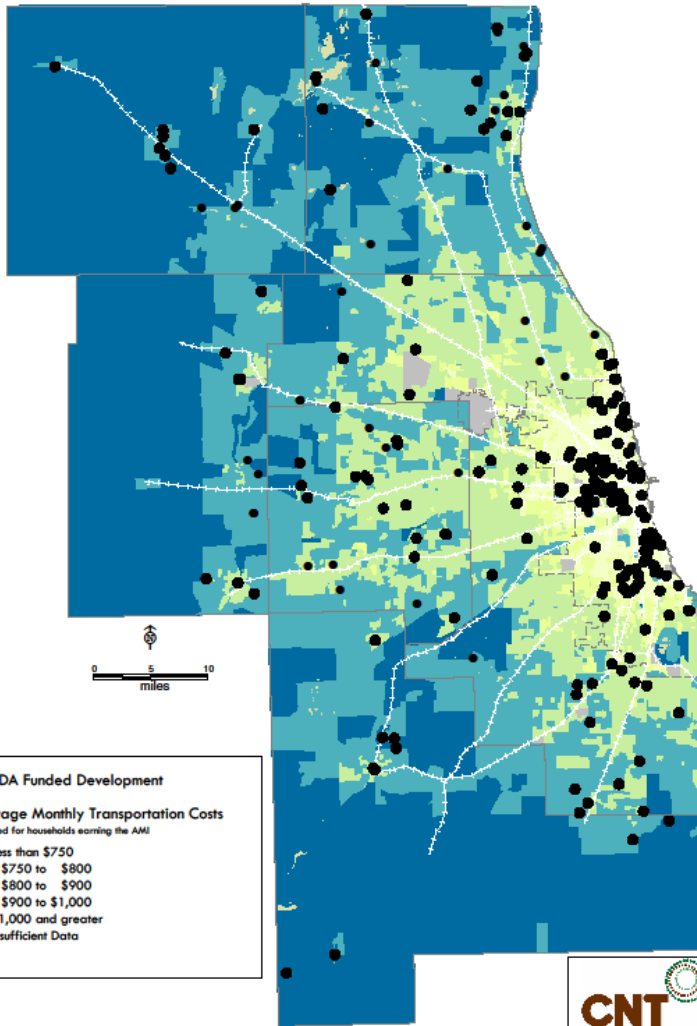
# New Affordable Units Were Largely Built in Chicago

**New Affordable Units by Tenancy and Location**



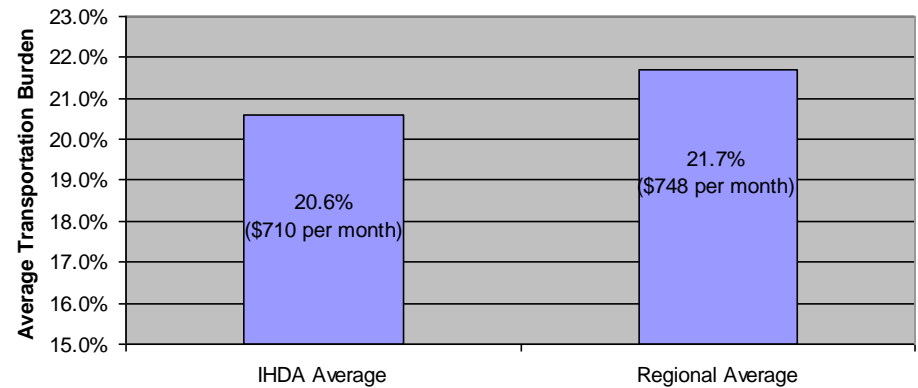
Sources: Illinois Housing Development Authority, Center for Neighborhood Technology

# T Costs in IHDA Developments Outperform the Regional Average



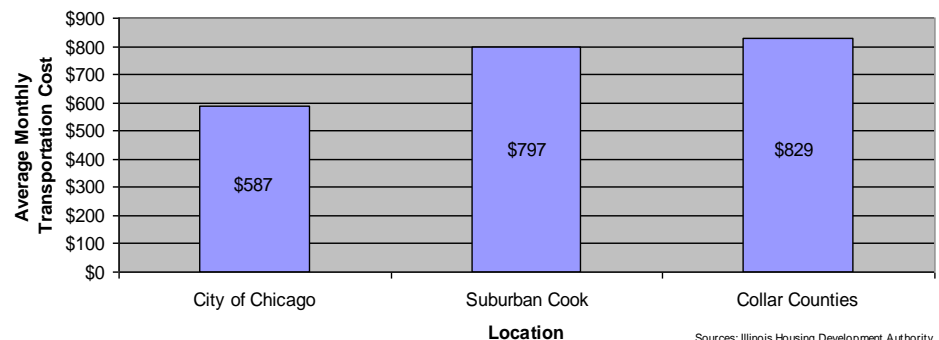
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Average Transportation Burdens for 80% AMI Households



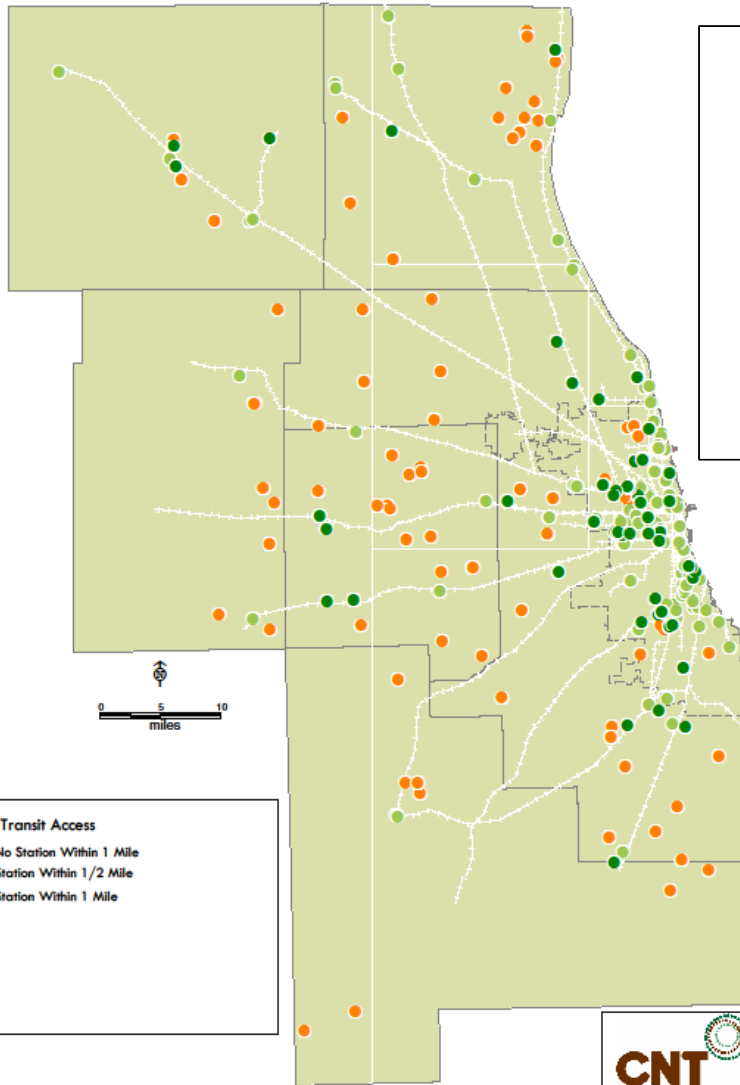
Sources: Illinois Housing Development Authority, Center for Neighborhood

Average Monthly Transportation Costs for 80% AMI Households in IHDA Developments

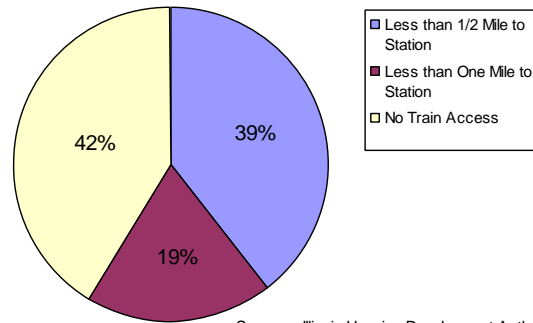


Sources: Illinois Housing Development Authority, Center for Neighborhood Technology

# Train Access for IHDA Units

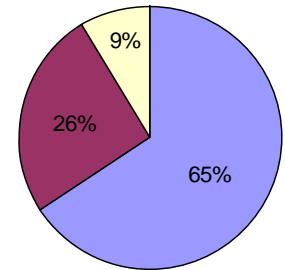


**Train Access for all Units**

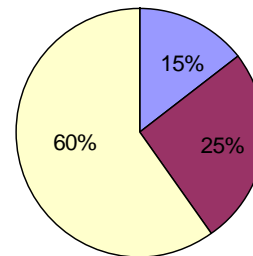


Sources: Illinois Housing Development Authority,  
Center for Neighborhood Technology

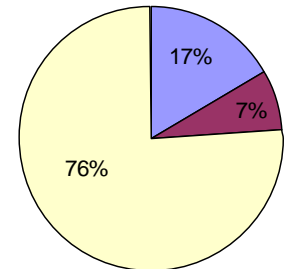
**Train Access for Units in Chicago**



**Train Access for Units in Suburban Cook**



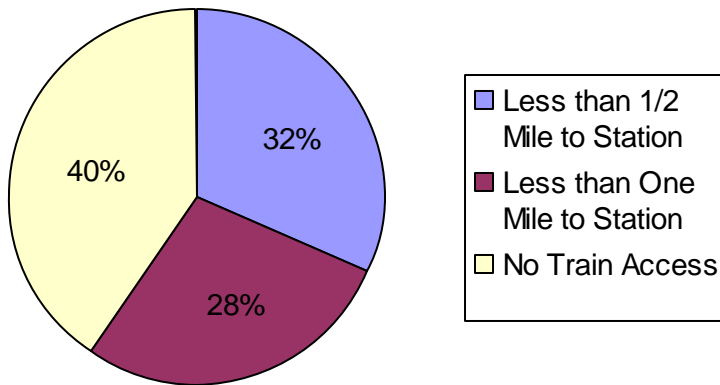
**Train Access for Units in the Collar Counties**



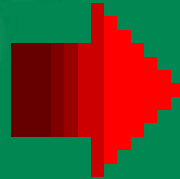


# Train access improved between the two periods for LIHTC-funded units

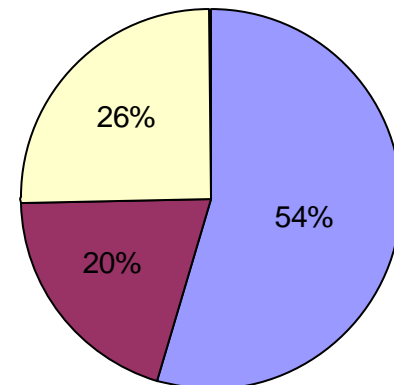
**Train Access for IHDA LIHTC Units 2001-2004**



Sources: Illinois Housing Development Authority,  
Center for Neighborhood Technology

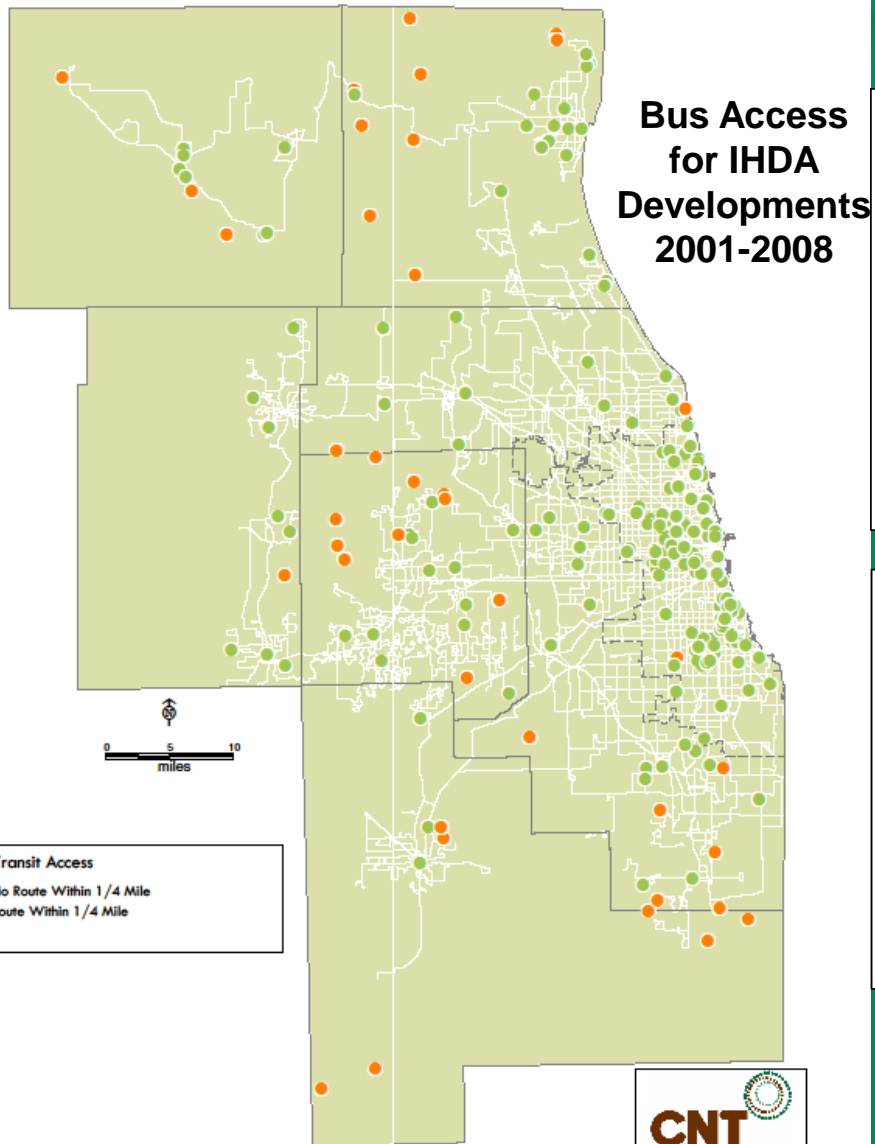


**Train Access for IHDA LIHTC Units 2005-2008**



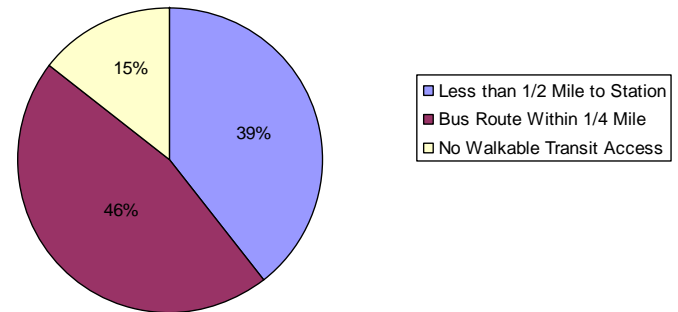
Sources: Illinois Housing Development Authority,  
Center for Neighborhood Technology

# Walkable Transit in $\frac{3}{4}$ of Suburban Units



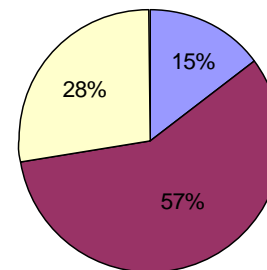
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**Walkable Transit Access for all Units**

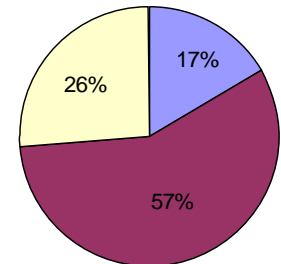


Sources: Illinois Housing Development Authority, Center for Neighborhood Technology

**Walkable Transit Access for Suburban Cook**



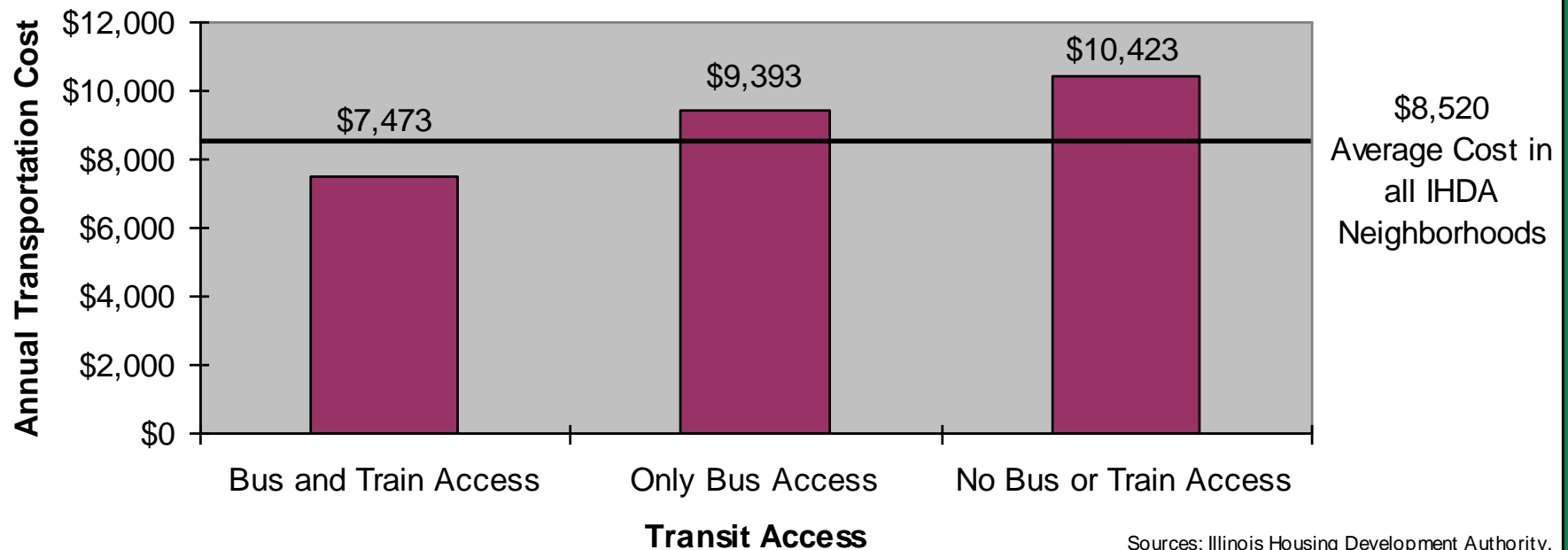
**Walkable Transit Access for the Collar Counties**



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# Transportation Costs Rise as Transportation Choice Shrinks

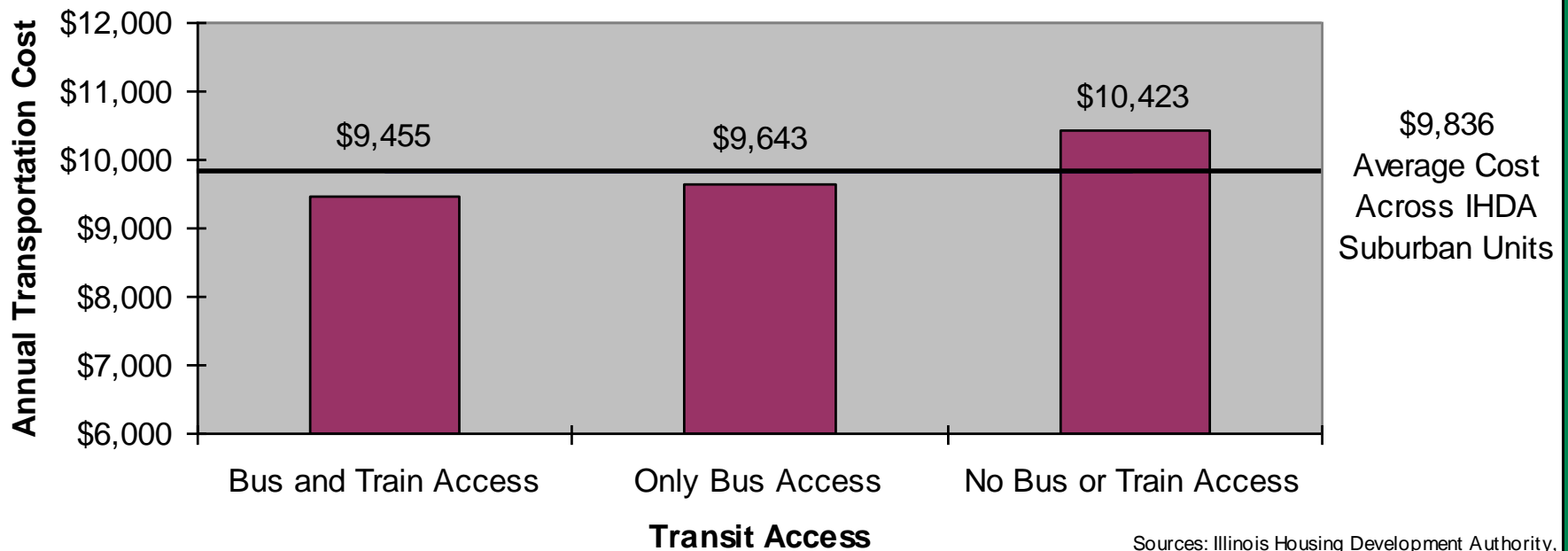
**Average Annual Transportation Costs in Neighborhoods with IHDA Developments (80% AMI Household)**



Sources: Illinois Housing Development Authority,  
Center for Neighborhood Technology

# ...in the Suburbs too

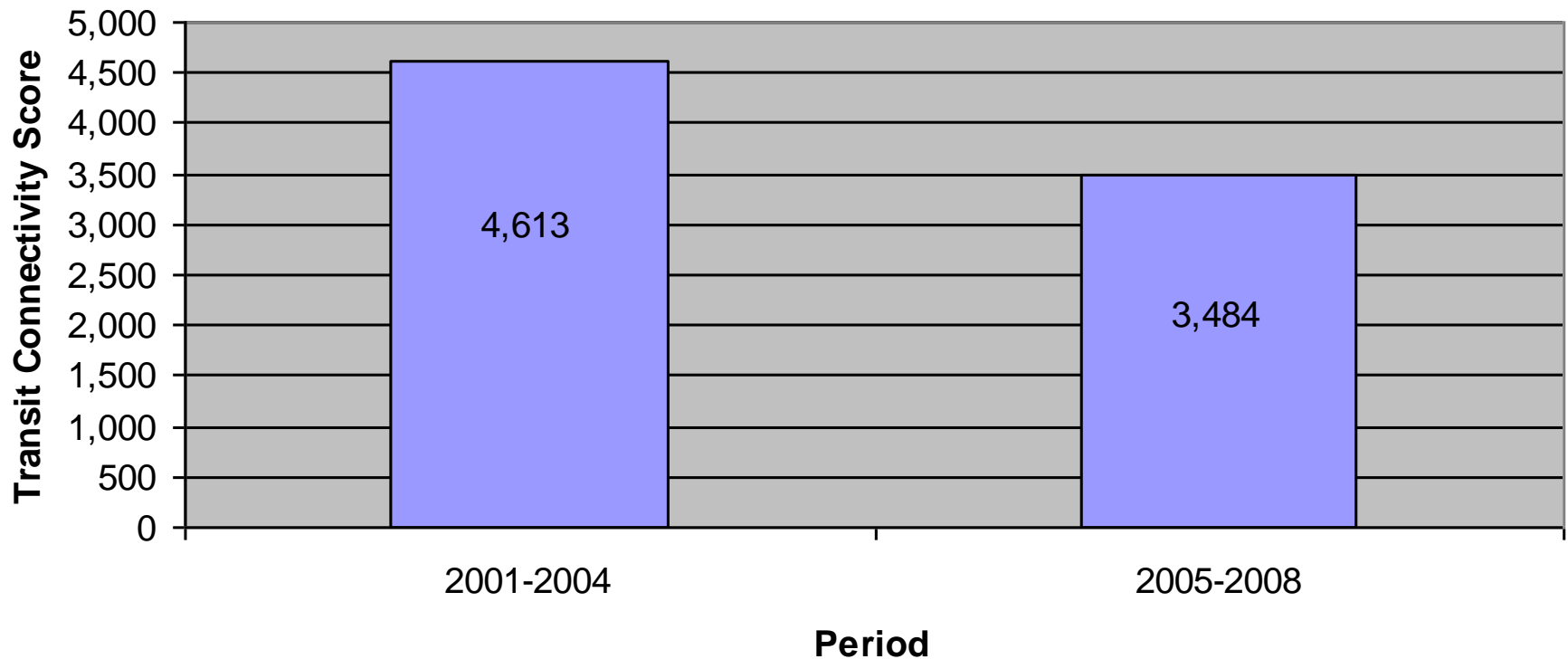
**Average Annual Transportation Costs for IHDA Suburban Developments (80% AMI Household)**



Sources: Illinois Housing Development Authority,  
Center for Neighborhood Technology

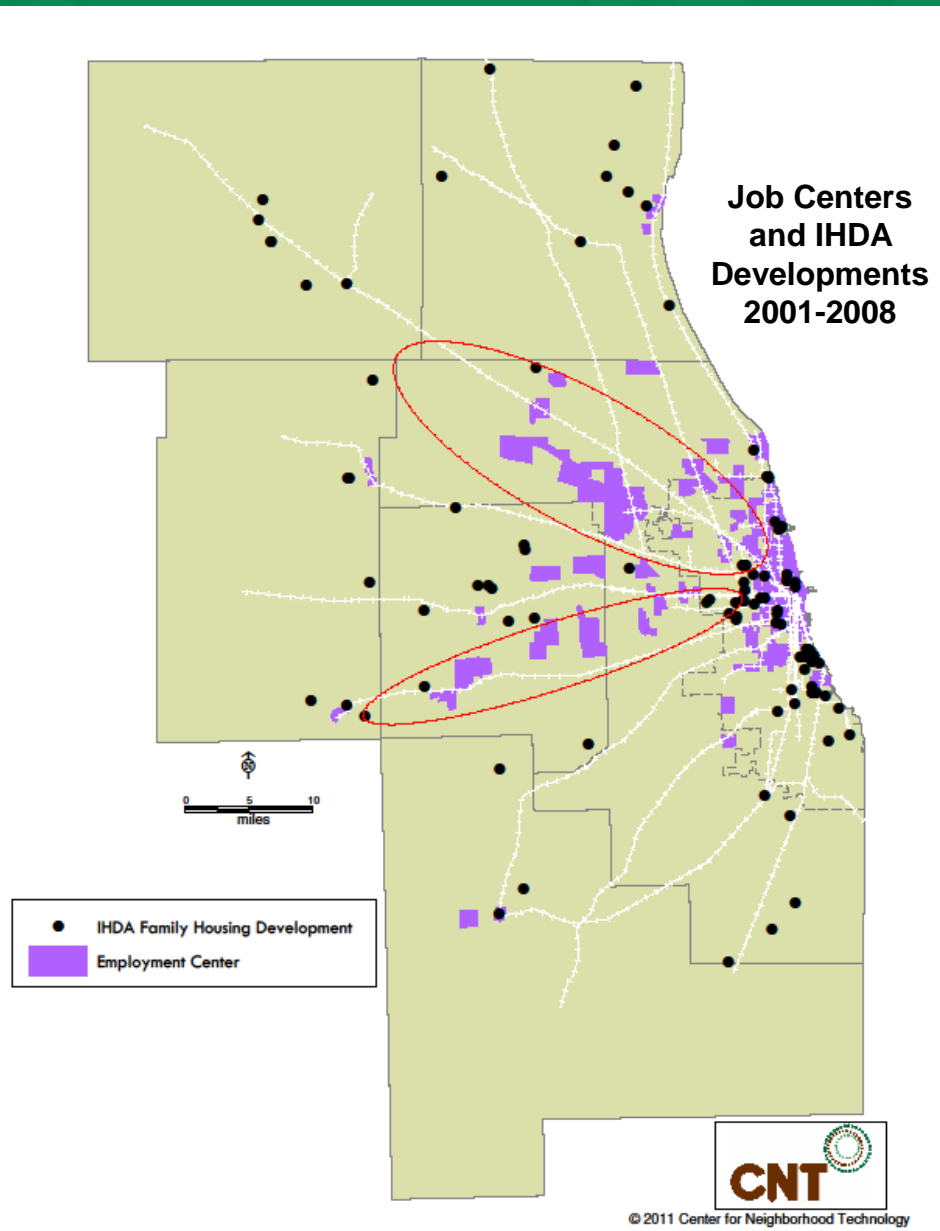
# Transit Connectivity of IHDA Units Declined

**Transit Connectivity 2001-2004 and 2005-2008**



Sources: Illinois Housing Development Authority, Center for Neighborhood Technology

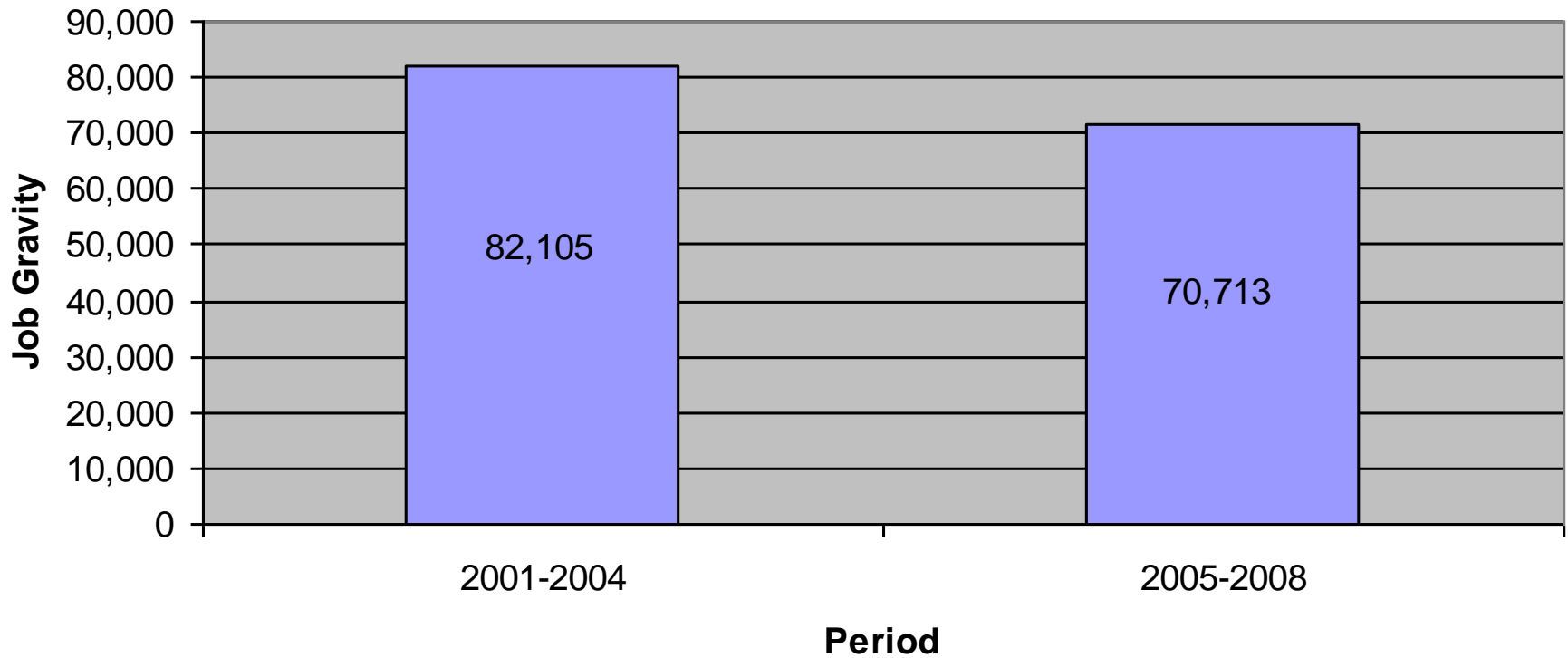
# Jobs-Housing Mismatch Persists



- CMAP has identified the mismatch between affordable housing and regional employment centers as a major problem
- Old QAP required jobs count at county level
- Developers indicate that this category has not been effective at distinguishing projects in high opportunity areas

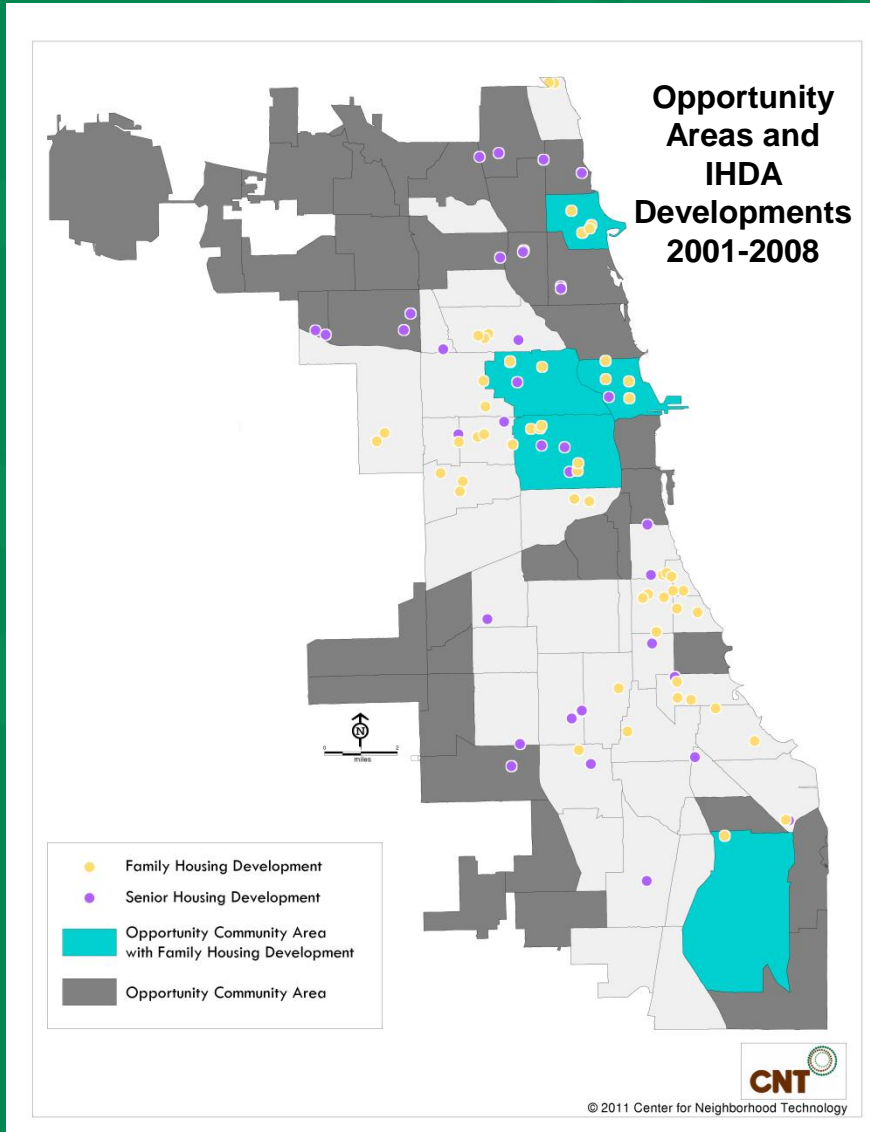
# Job Access of IHDA Units Declined

**Job Access 2001-2004 and 2005-2008**



Sources: Illinois Housing Development Authority, Center for Neighborhood Technology

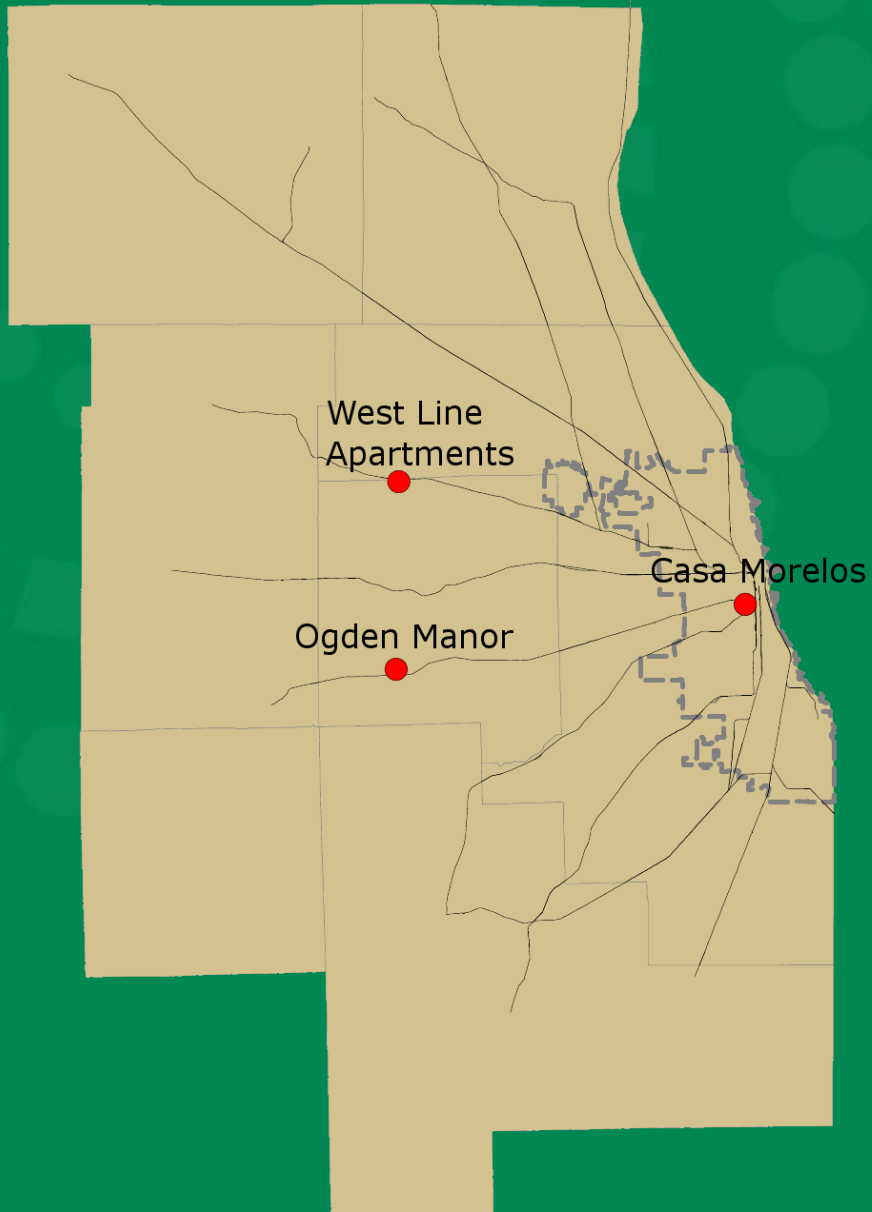
# Development in Chicago is Concentrated in Poverty Areas



- Of 40 opportunity communities identified by the CHA, only five have added IHDA-financed family housing in the period
- 2/3 of units produced in the city during the study period are located in QCTs

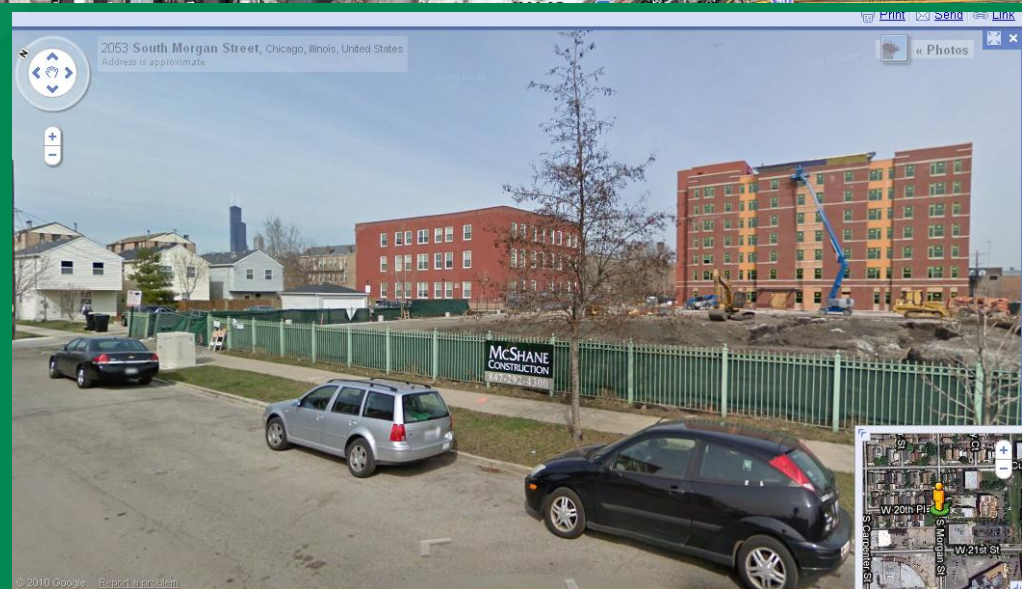
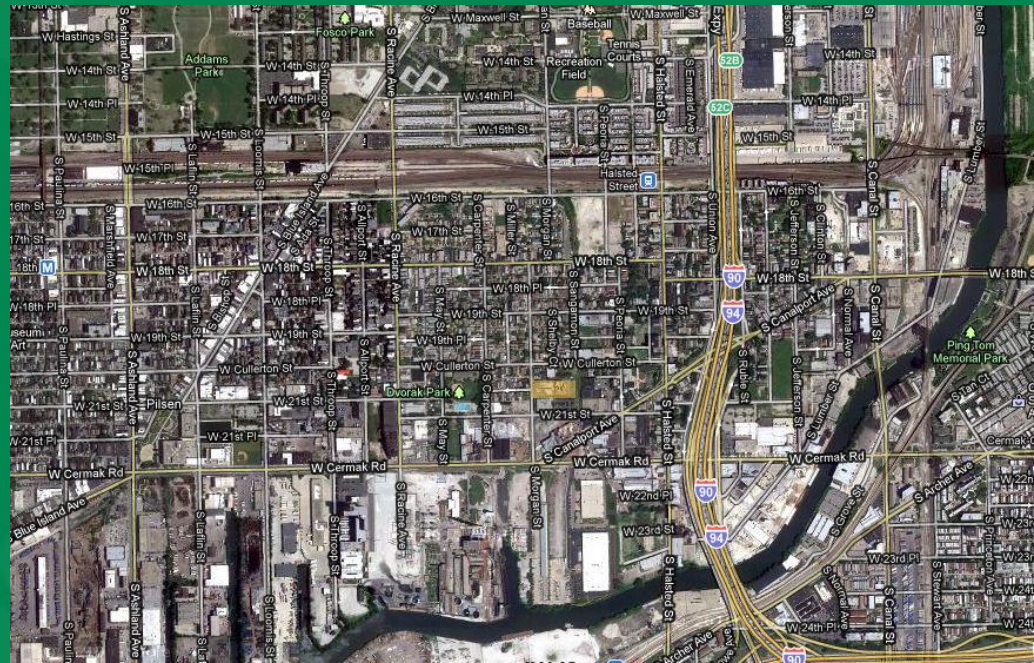


# Case Studies



# Casa Morelos

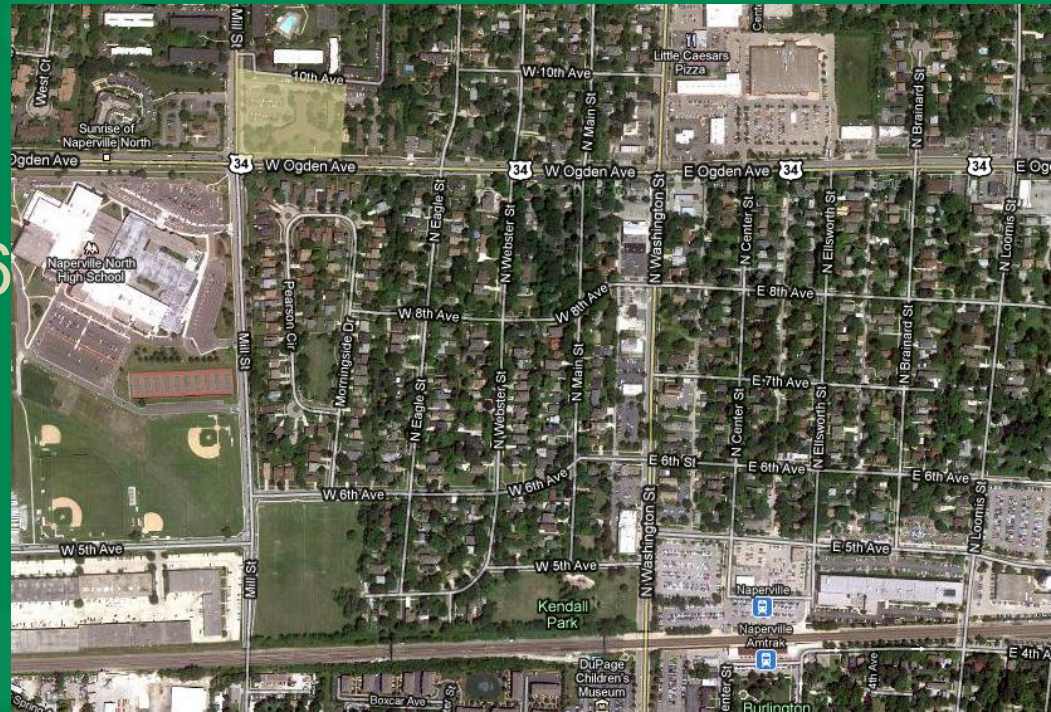
- Annual T Cost: \$7,094
- Pilsen Neighborhood
- CTA Orange Line, Metra BNSF
- Walkable street network in compact neighborhood
- Close to bus routes, stores and Pilsen Industrial Corridor





# Ogden Manor

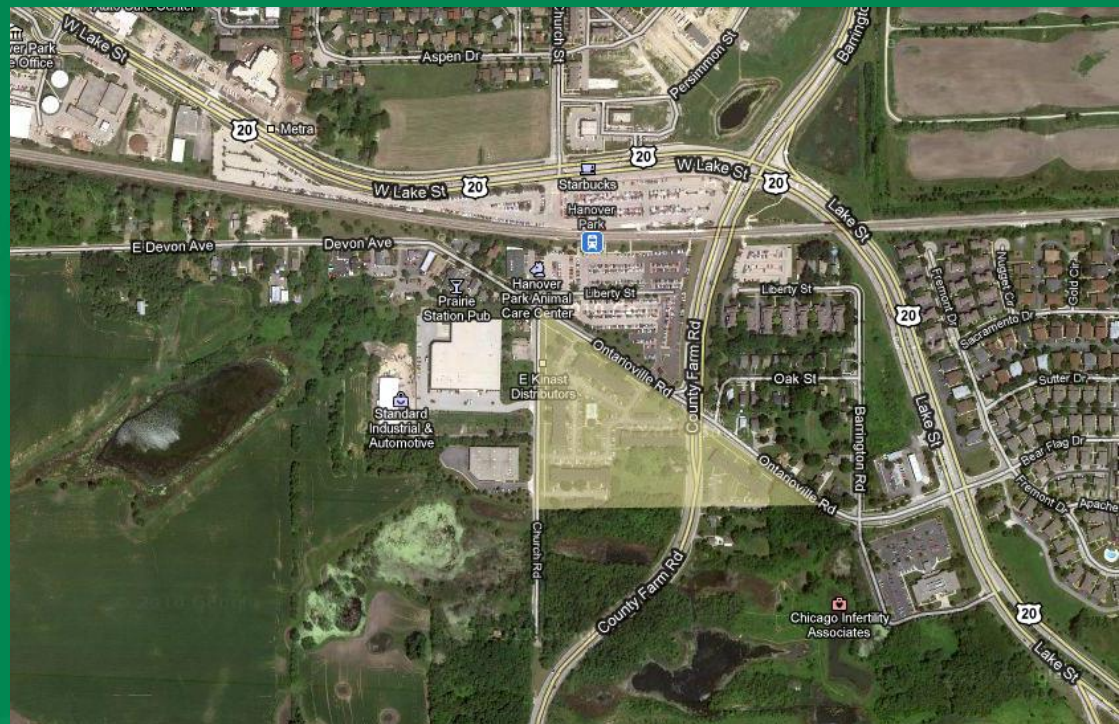
- Annual T Cost: \$8,846
- Downtown Naperville
- Less than one mile to Metra BNSF station
- Across from high school
- ¼ mile to shopping
- Job-rich
- AHPAA non-exempt (9.4% affordable)





# West Line Apartments (Prairie Station)

- Annual T cost: \$10,233
- Adjacent to Hanover Park Milwaukee District West Station but no bus route
- Good job access
- RTA TOD plan
- Few nearby amenities
- Not walkable





Development Name	Casa Morelos	Ogden Manor	Westline Apartments
Location	Pilsen Neighborhood	Naperville	Hanover Park
Family Units	41	24	265
Average Annual Transportation Cost at 80% AMI	\$7,094	\$8,846	\$10,233
Median Income	\$27,361	\$49,798	\$48,625
Transit Commute Share	23%	11%	6%
Average Car Ownership	1.0	1.5	2.0
VMT	9,786	13,389	17,686
Transit Connectivity Score	4,468	180	106
Average Block Size (acres)	1.9	5.3	8.2
Jobs earning <\$3,333 per month within 10 miles	495,894	107,446	95,861
Jobs earning <\$3,333 per month within 5 miles	318,563	47,607	25,062

# IHDA Recommendations

- Add transportation cost criteria to QAP

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transportation costs made transparent

What is Abogo?

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Blog

**There's More Transportation Costs Than Commuting**

People love to hate their commutes. What could be better than being stuck in traffic going to and from work? All that money going out your tailpipe while you listen to talk radio. According to a recent survey by the National Association of Realtors, 76% of home buyers rated commuting costs as an "important" or [...]

**Car-Dependent Living: The Movie**

PBS ran a great piece about the high cost of car-oriented living. If you haven't seen it yet, check it out.

Watch the full episode. See more Need To Know.

"That car is our lifeline right now." Pretty telling. And an expensive lifeline too. Queen Creek, AZ is in the red, with the typical regional family spending [...]

**If you like Abogo, you'll love the TOD database**

Ever wonder what a half-mile radius around your favorite transit stop looks like? Well now you can find that, and so much more, at the Center for Transit-Oriented Development's (CTOD) new Transit-Oriented Development Database. There's more data on the demographics and geography surrounding transit stations than I can write about here, so you'll have to check [...]

Enter an address to find out what a typical household would spend on transportation.

Current Address:



Transportation Cost  
for an average household  
**\$926/month**  
Regional average: \$821

Transportation CO<sub>2</sub> Impact  
for an average household  
**0.73 metric tons/month**  
Regional average: 0.62 metric tons

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Abogo gives transportation costs for your address

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**CNT**



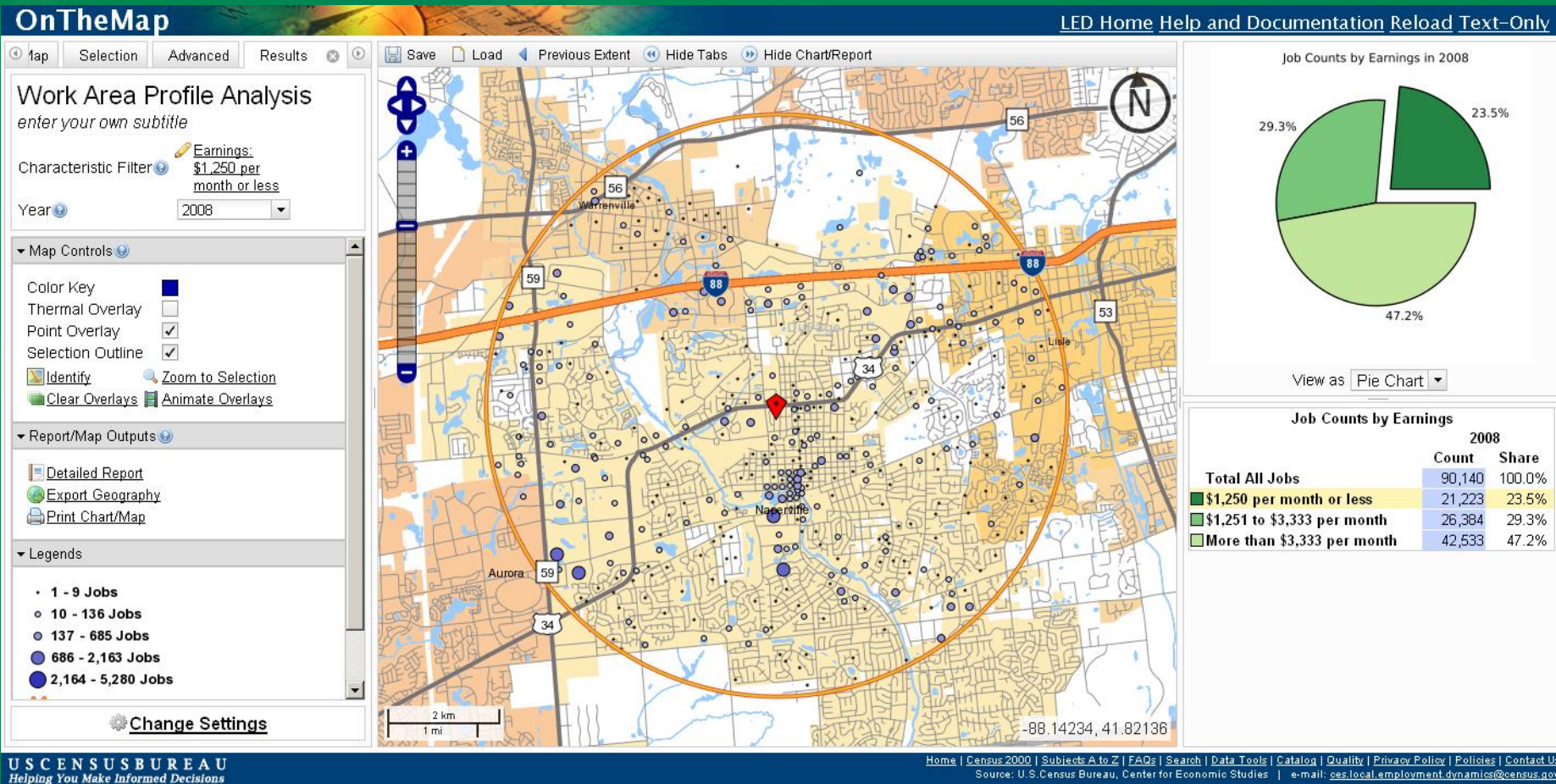
# IHDA Recommendations

- Leverage geographic set-asides to better target desirable neighborhood characteristics and reward *walkable* access to amenities



# IHDA Recommendations

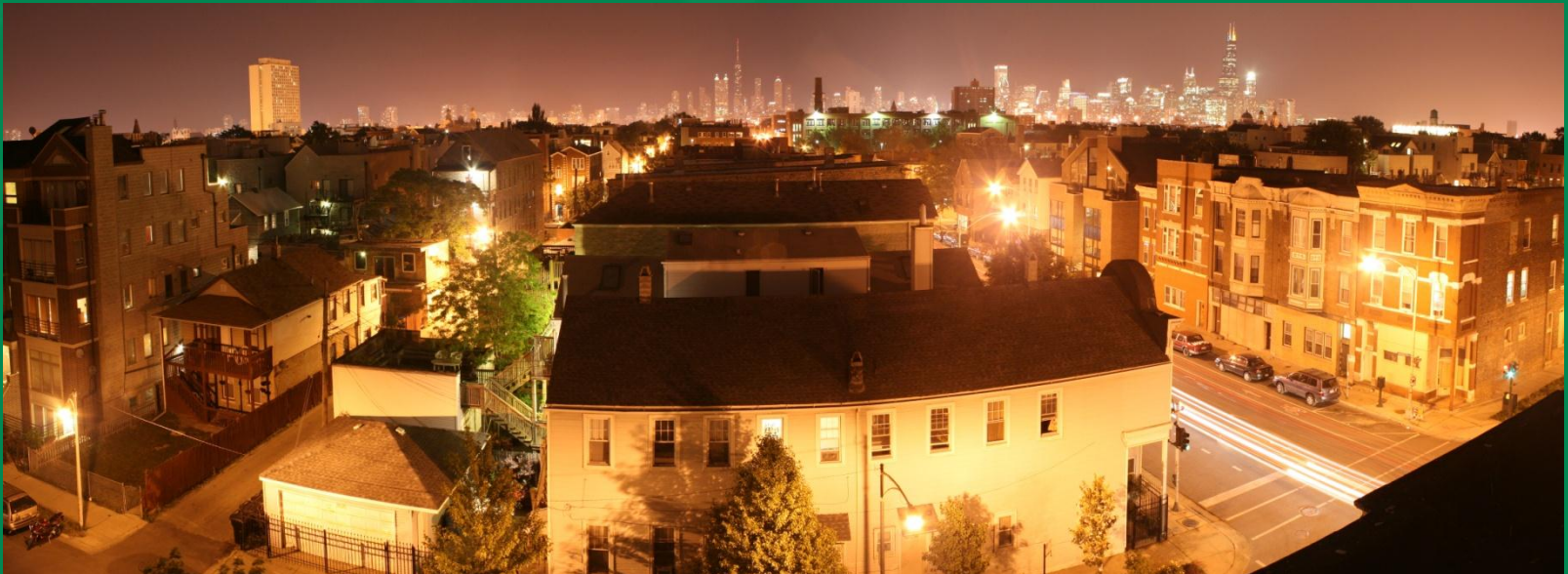
- Improve Live Near Work scoring category with LED data





# IHDA Recommendations

- Refine TOD scoring category and give it more points
- Allow TOD projects to qualify for a basis boost



# CMAP Recommendations

- Address affordable housing in all Planning Commissioner workshops
- Actively support sub-regional efforts to address housing needs, especially in areas with the greatest lack of affordability, such as the North and Northwest Housing Collaborative efforts in Cook county
- Include affordable housing guidance with all comprehensive plan assistance – just 23% of plans currently address affordability
- Ensure an affordable housing component in efforts to link transit, housing and land use planning
- Seek to direct IHDA resources in support of *Go To 2040*

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